

JOINT REGIONAL PLANNING PANEL ASSESSMENT REPORT

Reference: DA16/1198 Master Plan for Seniors Housing and Stage One - 28 Bed Dementia Unit

Panel Reference: 2016STH036

PURPOSE

The purpose of this report is to consider a section 83B Master Plan application, being DA16/1198, for seniors housing and Stage 1 of the master plan, being for a 28 bed dementia unit at Harbison Care, 2 Charlotte Street, Burradoo. The application has a capital investment value greater than \$20 million (at \$25 million). Therefore section 23G of the *Environmental Planning and Assessment Act 1979* is engaged and the Joint Regional Planning Panel (Southern Region) is the determining authority. This report recommends approval.

REPORT

Subject Site and Locality

The site is known as Lot 811 DP1176908, being 2 Charlotte Street, Burradoo (**Figures 1, 2 & 3**). The site is located on the corner of Charlotte Street and Moss Vale Road and is home to Harbison Care Burradoo which currently houses a 93 bed low care facility and a 40 bed high care (nursing home) facility.

The topography of the site is slightly undulating, sloping generally from the south east corner on Charlotte Street, down towards the north west corner on Park Road. To the north is the currently unformed Crown road known as Park Road. This road reserve separates the site from Burradoo Park, a public recreation reserve and on the northern edge of the reserve is Osborne Road. To the south, are the playing fields of Chevalier College and to the east immediately adjoining the site and to the west, across Moss Vale Road, are large lot residential properties. The total site area is approximately 5.6 hectares.

Details of Proposed Development

On 29 November 2016, DA16/1198 was lodged with Council seeking consent to increase seniors facilities at Harbison Care, 2 Charlotte Street, Burradoo. The overall concept site plan is provided at **Figure 4** overleaf. The application was lodged pursuant to section 83B of the *Environmental Planning and Assessment Act 1979* and seeks conceptual approval for a four stage development as follows:

Stage 1	New 28 Bed Dementia Unit
Stage 2	New 72 Bed Residential Aged Care Facility
Stage 3	Living Centre, New Living Village, New Administration and New 72 Bed Assisted Living facility
Stage 4	Child Care Centre, 14 New Independent Living Units (ILUs) in seven dual occupancy style buildings, village green and pavilion (the submitted plans (Figure 4) only show four dual occupancy style buildings).

The application also seeks consent for Stage 1 of the Master Plan.

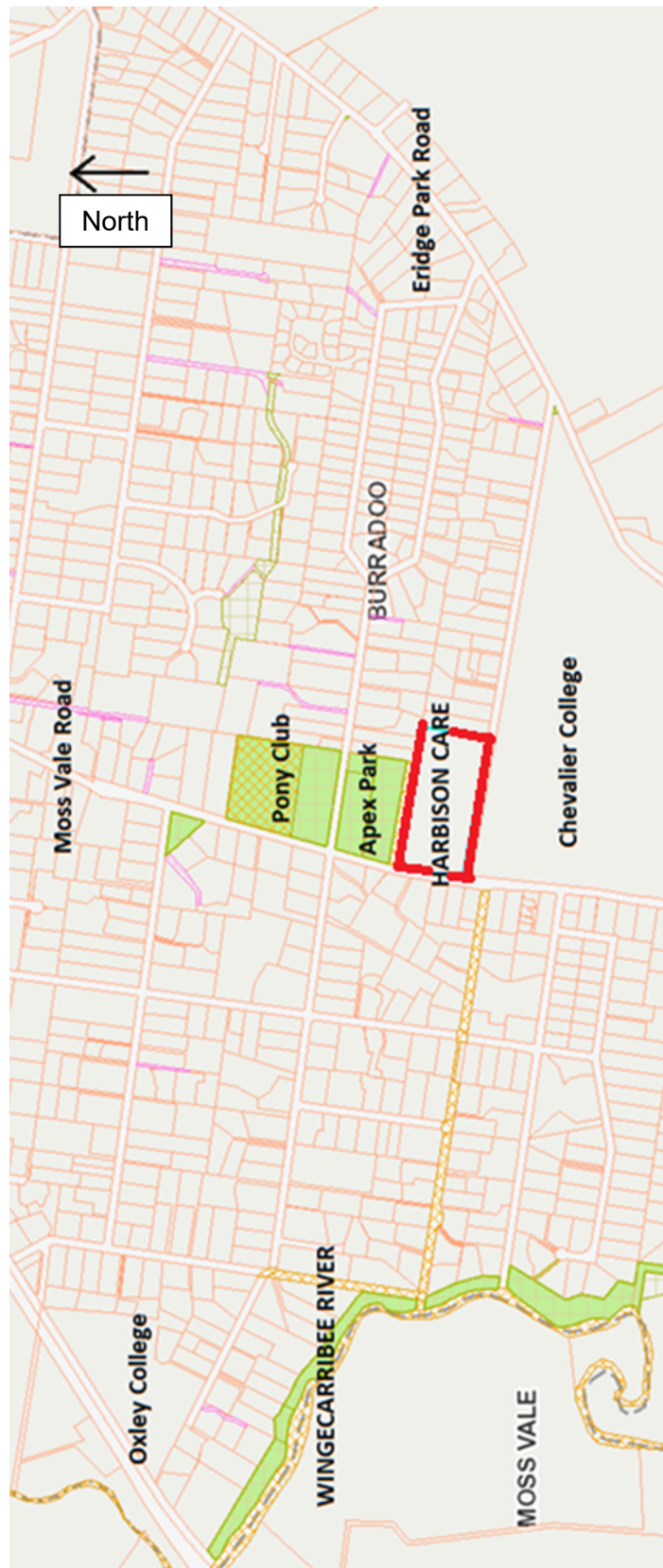
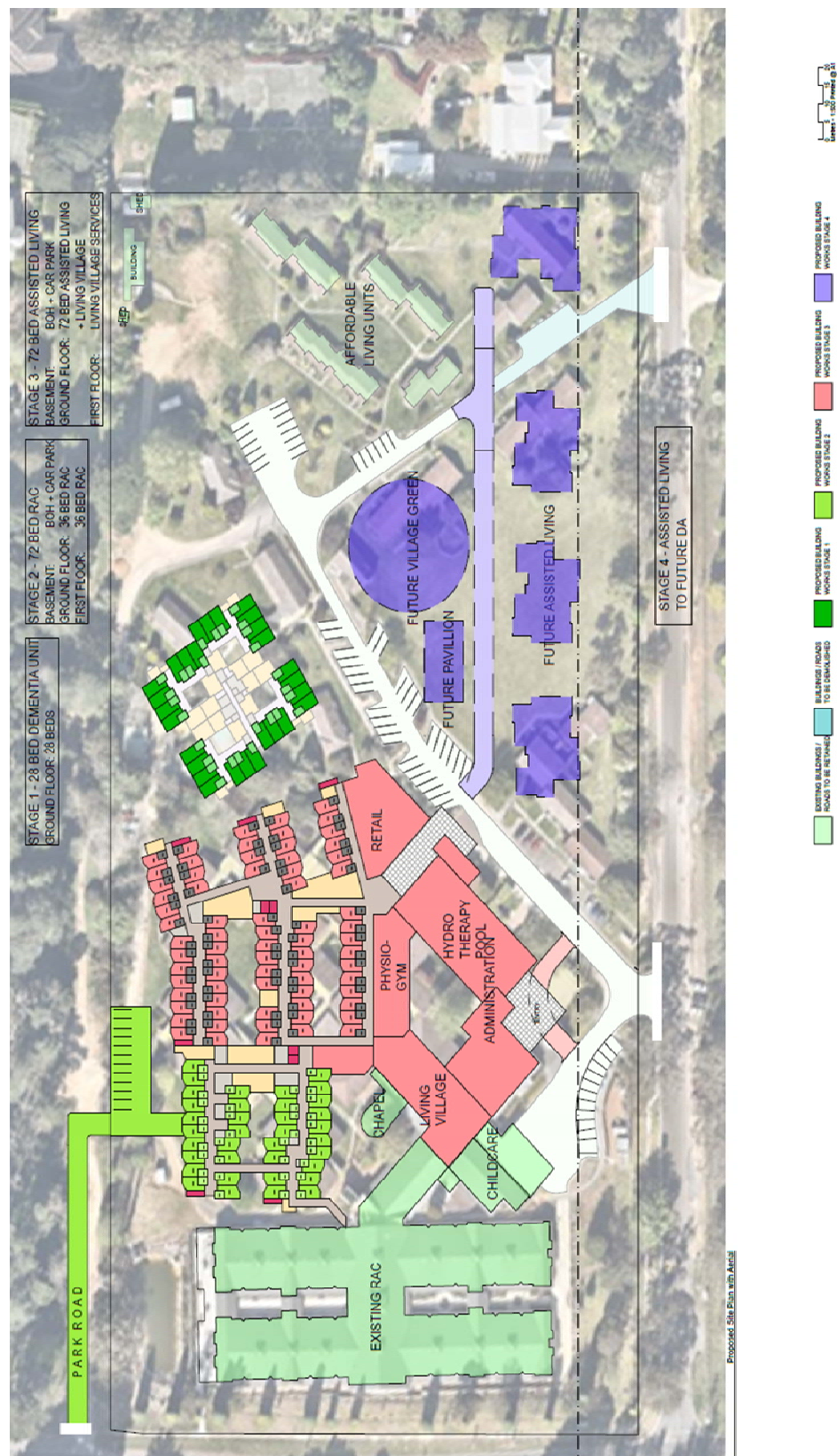


Figure 1: Locality





It is noted that Figure 4 shows four 'future assisted living' buildings fronting Charlotte Street. **Condition 19** shall require the Master Plan to be amended to show seven buildings as per the staging description and to appropriately label these as ILUs.

STATUTORY PROVISIONS

State Environmental Planning Policies

State Environmental Planning Policy No. 55 – Remediation of Land

Clause 7 of SEPP 55 requires the consent authority to consider whether land is contaminated prior to granting consent to the carrying out of any development on that land, and to be satisfied that the land is suitable for the proposed use. A review of Council's records suggests that the land is not contaminated, and a review of previous uses of the site does not reveal any uses which would lead to the land being considered as 'contaminated'. Therefore no further assessment of contamination is required.

State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011

The site is located within the Warragamba catchment, which forms part of Sydney's water supply. As the development is considered to be a Module 5 under the Neutral or Beneficial Effect on Water Quality guidelines (NorBE Guidelines), the concurrence of Water NSW is required. Water NSW raised no objection to the approved development, subject to conditions nominated in **Attachment 2 to the Notice of Determination**.

State Environmental Planning Policy (Infrastructure) 2007

The proposal is considered to be traffic generating development pursuant to clause 104 of the Infrastructure SEPP and therefore the application was referred to NSW Roads and Maritime Service (RMS) for their comment. RMS comments were provided on 24 January 2017 and they advise the following:

RMS has reviewed the information provided and notes that the subject information:

- *Seeks deferment of any required road works at the intersections with Moss Vale Road until Stage 2 of the proposed master plan. RMS raises no concerns with this noting that development consent, if issued, for Stage 1 is for a 28 bed dementia unit and that Stages 2, 3 and 4 will be the subject of future DAs that will be referred to RMS for comment; and*

Note: This will be referred for further consideration by RMS at Stage 2.

- *States that temporary on site car parking will be provided as part of Stage 2 of the proposed development. RMS has been unable to locate any details in the submitted information on the number of car spaces that will be provided for stage 2 and their location.*

Noting the above and subject to Council being satisfied that sufficient additional car parking will be provided within the development site as part of Stage 1 for both construction vehicles as well as the ongoing operation of the additional 28 bed dementia unit, RMS will not object to the DA.

The RMS then advised they would require:

- A Traffic Impact Study (TIS) for each subsequent Development Application;
- Intersection modelling using SIDRA for the Junction of Moss Vale Road with Charlotte Street and Moss Vale Road with Park Road for each subsequent Development Application;

- Ensuring Safe Intersection Sight Distance at the junction of Park Road and Moss Vale Road as part of Stage 2;
- Designs for all works proposed at the junction of Moss Vale Road and Charlotte Street and Moss Vale Road and Park Road as part of Stage 2 and any other stage which propose upgrades to an intersection with the classified road. The designs are to take the SP2 Infrastructure zoning (marked "Classified Road") into consideration and ensure works are consistent with the long term road alignment;
- Provision of swept path analyses for each subsequent Development Application;
- A car parking analysis for each subsequent Development Application; and
- Construction traffic to utilise Charlotte Street until intersection upgrade works at the junction of Moss Vale Road and Park Road are approved and constructed.

In terms of RMS concerns with respect to temporary onsite parking for Stage 1, Page 16 of the Statement of Environmental Effects (SEE) prepared by Lee Environmental Planning and submitted with the Development Application advises:

"As part of this Stage there will be a temporary on site car parking area provided towards the north eastern corner of the site (as shown on the site plans from Calder Flower - refer to Figure 9). This car park will be accessed from Park Road and provide for approximately 28 spaces."

Council has recommended conditions requiring the provision of a temporary car park for 28 spaces as per the above description (**Condition 49**) however it shall be accessed from Charlotte Street until such time as the first Occupation Certificate (Interim or Final) is issued for Stage 2 (**Condition 82**).

State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004

The Seniors Housing SEPP does not apply to this site as the land needs is neither land zoned primarily for urban purposes or land that adjoins land zoned primarily for urban purposes. Clause 4 of the Seniors Housing SEPP excludes land zoned R5 Large Lot Residential and because the site only adjoins other R5 land, it does not apply to the assessment of the application.

Local Environmental Plans

Wingecarribee Local Environmental Plan 2010

2.3 Zone objectives and land use table

The site is zoned both R5 Large Lot Residential and SP2 Infrastructure – Classified Roads under the *Wingecarribee Local Environmental Plan 2010* and in the R5 zone, seniors housing is prohibited.

However, clause 2.5 of the LEP deals with additional permitted uses for particular land. Schedule 1 Subclause 8 of the LEP is specific to the Harbison Care site and is expressed in the following terms:

8 Use of certain land at Moss Vale Road, Burradoo

- (1) *This clause applies to land at the corner of Charlotte Street and Moss Vale Road, Burradoo, being Lot 1, DP 793738 and Lots 1 and 8, Section A, DP 2144.*
- (2) *Development for the purposes of seniors housing is permitted with consent. The legal property description of the land within Subclause 8 refers to the Lot and Deposited Plan numbers that existed at the time of the making of WLEP2010.*

When the most recent application (DA11/0333) was approved, a condition of consent was imposed to consolidate the individual lots (nominated above) that made up the development parcel. This has been done, resulting in the current legal property description of Lot 811

DP1176908. In light of this, Council is satisfied the JRPP (Southern Region) can consider a development application for seniors housing on the site.

Notwithstanding the above, Council must have regard to the objectives for development in a zone when determining an application, pursuant to clause 2.3 of the LEP. The objectives of the R5 Large Lot Residential zone are:

- *To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality.*
- *To ensure that large residential lots do not hinder the proper and orderly development of urban areas in the future.*
- *To ensure that development in the area does not unreasonably increase the demand for public services or public facilities.*
- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*
- *To provide a restricted range of opportunities for employment development and community facilities and services that do not unreasonably or significantly detract from:*
 - (a) the primary residential function, character and amenity of the neighbourhood, and*
 - (b) the quality of the natural and built environments.*

The proposed development would be consistent with these objectives as:

- The proposed development would continue to provide a variety of residential housing options, predominantly for seniors or persons with a disability;
- The development would be suitably landscaped ensuring consistency in scenic quality, which is a dominant feature of the locality; and
- The primary function of the locality i.e. residential, would be upheld and not adversely impacted by the development.

The objectives of the SP2 Infrastructure – Classified Road are

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*
- *To ensure that the scale and character of infrastructure is compatible with the landscape setting and built form of surrounding development.*

The proposed development would be consistent with these objectives and this will be addressed at consideration of *Clause 5.1 Land acquisition* in certain zones.

2.5 Additional permitted uses for particular land

As raised above, the site is permitted to be used for the purposes of seniors housing in accordance with this clause of the LEP.

2.7 Demolition requires development consent

In facilitating the staged development, demolition would be considered as part of Stages 2, 3 & 4. Demolition associated with Stage 1 has been considered and approved by Council under a separate development application (DA17/0088). Impacts associated with demolition in future stages can be managed at each subsequent stage (**Condition 14**). All demolition works will be carried out in accordance with Australian Standard AS2601 *Demolition of structures*.

5.1 Land acquisition within certain zones

The westernmost boundary of the site is zoned SP2 Infrastructure – Classified Road. This part of the site has not been acquired to date by the relevant authority, being RMS, who advise the following:

“... no building works are proposed within the development site, under DA16/1198, that will impact on the area reserved for future road widening/zoned SP2 Infrastructure (marked classified road). In addition, it is noted that the previous development consent issued by Council for the ‘New Nursing Home – Extension to Existing Aged Care Accommodation’ (Development Application No. DA11/0333) contained a condition noting that all development is to occur outside the area reserved for road widening (Condition 57). RMS notes that under the provisions of Clause 5.1 (Land acquisition within certain zones) of the Wingecarribee Local Environmental Plan 2010 that it is the RMS who is the authority identified to acquire land zoned SP2 and marked ‘classified road’. RMS wishes to advise that it has no current plans to acquire the land and/or undertake road widening along the frontage of the site. RMS does however acknowledge that additional clarity is required to ensure the applicants future design for intersection upgrade works that may be required has regard for the SP2 zoning of the land in its design.

RMS have provided conditions to ensure future road design of Park Road considers the SP2 zoning (**Attachment 1 to the Notice of Determination**).

5.9 Preservation of trees or vegetation

Whilst the submitted information does not address tree removal, the construction of Stage 1 shall require tree removal. A Landscape Plan, prepared by Chris and Charlotte Webb Pty Ltd dated 26/09/2016, has been submitted for consideration with the proposal. A variety of heights and species are proposed with perimeter plantings and embellished breakout courtyards. It is considered the proposed Landscape Plan would result in an improved environmental outcome for the site and would be a positive contribution to the established scenic landscape of Burradoo.

7.10 Public utility infrastructure

As the site is within R5 Large Lot Residential, this clause requires consideration. Development consent must not be granted for development on land to which this clause applies unless Council is satisfied that any public utility infrastructure that is essential for the proposed development is available, or that adequate arrangements have been made to make that infrastructure available when it is required. The development can be adequately serviced by sewer and water. Stormwater for Stage 1 shall be directed into the existing site’s stormwater system. Utilities such as power, telecommunications and gas are also in the vicinity of the site, and available for connection.

Development Control Plans

Bowral Town Plan Development Control Plan

DCP Control	Assessment	Compliance
<u>Part A – All Land</u>		
Section 1 – Introduction	The site is within the Bowral Town Plan DCP boundary and therefore this DCP applies to the assessment of the application	Yes

<i>Section 2 – General Objectives</i>	The development is consistent with the economic function, urban function, residential amenity and diversity, visual amenity, environmental sustainability and public domain general objectives of the DCP.	Yes
<i>Section 3 Ecologically Sustainable Development</i>	<p>The proposal has been granted concurrence from Water NSW with conditions to ensure the development can achieve a neutral or beneficial effect on water quality.</p> <p>Erosion and sediment control can be submitted and approved prior to the issue of a construction certificate in this instance.</p>	Yes, subject to conditions in Attachment 2 to of the Notice of Determination
<i>Section 4 – Flood liable land</i>	The site is not identified as being flood affected.	N/A
<i>Section 5 – Vegetation Management and Landscaping</i>	Tree removal and landscaping have been discussed previously in this report under the section relating to 5.9 Preservation of trees under the LEP.	Yes
<i>Section 6 – Subdivision, Demolition, Siting and Design</i>	A site analysis was submitted with the application and is satisfactory in this instance.	Yes
<i>Section 7 – Safer by Design</i>	In terms of the proposed Master Plan, the development would be suitable in terms of space and activity management and passive surveillance.	Yes
<i>Section 8 – Construction Standards and Procedures</i>	<p>Whilst Stage 1 would not result in buildings over Council's sewer main, future stages would. Similarly, Council's stormwater trunk main traverses the site in a north/south fashion. This shall be managed by way of recommended conditions in the form of a stormwater, water and sewer master plan design prior to the issue of a construction certificate for Stage 1 (Conditions 26 and 33). Council would require the infrastructure to be relocated to avoid buildings being constructed over sewer or stormwater infrastructure.</p> <p>In terms of site access during construction, RMS have requested that construction traffic shall utilise Charlotte Street until intersection upgrade works at the junction of Moss Vale Road and Park Road are approved and constructed (Condition 20(b) and construction traffic condition in Attachment 1 to Notice of Determination).</p> <p>To minimise the volume of waste generated during demolition and construction phases, recommended conditions shall require the lodgement and approval of a Waste Management Plan for each subsequent stage.</p> <p>Park Road is a crown road and as such, Condition 29</p>	Yes, subject to Conditions 20(b), 26, 33 as well as standard construction conditions throughout Part 2 of the Notice of Determination

	requires written approval from Crown Lands for any works to be carried out on the Crown Road, prior to the issue of a Construction Certificate for Stage 1. Provision of this information prior to Stage 1 as opposed to Stage 2 is preferred as the completion of construction for Park Road shall be conditioned to be completed prior to the issue of a construction certificate for Stage 2 works. This not only encourages the developer to commence the process earlier in the development but also does not permit the commencement of any development onsite until the use of this road is permitted by Crown Lands.	
<i>Section 9 – Signage</i>	Not applicable to this application.	N/A
<i>Section 10 – Outdoor Lighting</i>	No outdoor lighting plan was submitted with Stage 1 drawings. Recommended conditions shall require the provision of such a plan prior to the issue of a construction certificate for Stage 1 and for a lighting plan to be provided with each subsequent Development Application.	Yes, subject to Conditions 11 & 38
<i>Section 11 – Development near Rail Corridors & Busy Roads</i>	Not applicable to this application. The controls in this section of the DCP relate to rail corridors only. Notwithstanding, Moss Vale Road does not see greater than 40,000 vehicular movements per day and therefore does not constitute a 'busy road'.	N/A
<i>Section 12 – Telecommunications and radio-communications infrastructure</i>	Not applicable to this application.	N/A
<u>Part C – Residential Zoned Land</u>		
<i>Section 1 – All Residential Development</i>	The development does not propose the use of zincalume or galvanised steel materials.	Yes
<u>Section 10 – Seniors Housing</u>		
<i>C10.2 General Objectives</i>	<p><i>The purpose of these controls is to encourage the provision of seniors housing, including residential care facilities that will:</i></p> <ul style="list-style-type: none"> <i>(a) increase the supply and diversity of residences that meet the needs of seniors or people with a disability, and</i> <i>(b) make efficient use of existing infrastructure and services, and</i> <i>(c) be of good design.</i> 	Yes

<p>C10.3 <i>Neighbourhood Amenity and Streetscape</i></p>	<p><i>The proposed development should:</i></p> <ul style="list-style-type: none"> (a) <i>recognise the desirable elements of the location's current character so that new buildings contribute to the quality and identity of the area;</i> (b) <i>retain, complement and sensitively harmonise with Items of Heritage or Conservation Areas;</i> (c) <i>maintain reasonable neighbourhood amenity and appropriate residential character by:</i> <ul style="list-style-type: none"> (i) <i>providing building setbacks to reduce bulk and overshadowing,</i> (ii) <i>using building form and siting that relates to the site's land form,</i> (iii) <i>adopting building heights at the street frontage that are compatible in scale with adjacent development, and</i> (iv) <i>considering, where buildings are located on the boundary, the impact of the boundary walls on neighbours, and</i> (v) <i>be designed so that the front building of the development is set back in sympathy with, but not necessarily the same as, the existing building line,</i> (d) <i>embody planting that is in sympathy with, but not necessarily the same as, other planting in the streetscape,</i> (e) <i>retain, wherever reasonable, major existing trees,</i> (f) <i>be designed so that no building is constructed in a riparian zone.</i> <p>The proposed master plan is of a suitable scale for the locality. The application has been pitched as Stages 1 & 4 being single storey and Stages 2 & 3 being two storey. Elevations demonstrate a reduced roof bulk in comparison to the existing nursing home. Landscaping for Stage 1 is satisfactory in scale and type for the locality.</p>	<p>Yes</p>
<p>C10.4 <i>Visual and Acoustic Privacy</i></p>	<p><i>The proposed development should consider the visual and acoustic privacy of neighbours in the vicinity and residents by:</i></p> <ul style="list-style-type: none"> (a) <i>appropriate site planning, the location and design of windows and balconies, the use of screening devices and landscaping, and</i> (b) <i>ensuring acceptable noise levels in bedrooms of new dwellings by locating them away from driveways, parking areas and paths.</i> <p>The two storey development is placed within the centre of the site. The Stage 1 dementia unit is single storey with fencing and landscaping embellishing the development. No adverse impacts in terms of visual or acoustic privacy are envisaged with respect to Stage 1.</p>	<p>Yes</p>
<p>C10.5 <i>Solar</i></p>	<p><i>The proposed development should:</i></p> <ul style="list-style-type: none"> (a) <i>ensure adequate daylight to the main living areas of</i> 	<p>Yes</p>

Access and Design for Climate	<p><i>neighbours in the vicinity and residents and adequate sunlight to substantial areas of private open space, and (b) involve site planning, dwelling design and landscaping that reduces energy use and makes the best practicable use of natural ventilation solar heating and lighting by locating the windows of living and dining areas in a northerly direction.</i></p> <p>It is envisaged there would be no solar access conflicts between the proposed development and adjacent land. The bulk of the proposed development is clustered towards the western and northern boundaries where there are no immediately adjoining residential neighbours. On the eastern boundary, low density, single storey independent cottages are to be retained. The submitted SEE advises, “<i>Along the Charlotte Street frontage and to the west of the nearest residential neighbour, the nearest new development will be a single independent living dwelling, most likely of single storey and setback approximately 5 metres from the boundary. This is not considered to be a source of future solar access concerns.</i>”</p>	
C10.6 Crime Prevention	<p><i>The proposed development should provide personal property security for residents and visitors and encourage crime prevention by:</i></p> <ul style="list-style-type: none"> <i>(a) site planning that allows observation of the approaches to a dwelling entry from inside each dwelling and general observation of public areas, driveways and streets from a dwelling that adjoins any such area, driveway or street, and</i> <i>(b) where shared entries are required, providing shared entries that serve a small number of dwellings and that are able to be locked, and</i> <i>(c) providing dwellings designed to allow residents to see who approaches their dwellings without the need to open the front door.</i> 	Yes, addressed previously at Part A Section 7 of the Bowral DCP.
C10.7 Accessibility	<p><i>The proposed development should:</i></p> <ul style="list-style-type: none"> <i>(a) have obvious and safe pedestrian links from the site that provide access to public transport services or local facilities, and</i> <p>The primary pedestrian access to the site would remain as Charlotte Street. A benefit of having a second access from Park Road is the ability to open up the north boundary to pedestrians. As such, Condition 40 requires a site Pedestrian Management Plan. A concrete footpath already exists along the frontage of the site on Moss Vale Road providing access to the bus stop and continues along Charlotte until the eastern most vehicular access, leaving a small (approximately 20m) section of the frontage not constructed. Recommended conditions</p>	Yes, subject to Conditions 40 and

	<p>would ensure 1200mm wide minimum width footpaths are provided to the full length of Charlotte Street prior to the issue of a final occupation certificate for Stage 4 (noted in Condition 40), particularly as this easternmost access is being removed as part of Stage 4.</p> <p><i>(b) provide attractive, yet safe, environments for pedestrians and motorists with convenient access and parking for residents and visitors.</i></p> <p>An advantage of the proposed development in the long term is improved on site staff and visitor car parking for the development. Parking would be centrally located and easily accessible from all parts of the site.</p>	
C10.8 Standards for Hostels and Self contained Dwellings	<p>A development application made for the purpose of a hostel or self-contained dwelling shall comply with the following standards:</p> <ul style="list-style-type: none"> (a) The size of the site must be at least 1,000sqm. (b) The site frontage must be at least 20 metres wide measured at the building line. (c) If the whole of the site has a gradient of less than 1:10, 100% of the dwellings must have wheelchair access by a continuous accessible path of travel (within the meaning of AS 1428.1) to an adjoining public road. (d) If the whole of the site does not have a gradient of less than 1:10: <ul style="list-style-type: none"> (e) the percentage of dwellings that must have wheelchair access must equal the proportion of the site that has a gradient of less than 1:10, or 50%, whichever is the greater, and (f) the wheelchair access provided must be by a continuous accessible path of travel (within the meaning of AS 1428.1) to an adjoining public road or an internal road or a driveway that is accessible to all residents. (g) Where the site has a variable gradient, the principle identified in clauses (a) and (b) above applies. For example, if 70% of the site has a gradient of less than 1:10, then 70% of the dwellings must have wheelchair access as required by clause (a). (h) If more than 50% of the site has a gradient greater than 1:10, development for the purposes of seniors housing is unlikely to be possible. <p>This section requires a minimum 1000sqm site area and site width of a minimum 20m. The site complies with the minimum 1000sqm site area and site width of a minimum 20m. As an established seniors housing site providing a full range of facilities, the site can comply with the remaining clauses. It is not a steep site and site gradients are within the</p>	Yes

	DCP limitations.	
C10.9 Height Controls	<p><i>The proposed development must comply with the standards specified below:</i></p> <p>(a) <i>If the development is proposed in a residential zone where residential flat buildings are not permitted:</i></p> <p>(i) <i>the height of all buildings in the proposed development must be 8 metres or less, and</i></p> <p>Stage 1 plans are single storey and whilst the overall height is not given, it is unlikely that the overall height of a single storey building would be greater than 8m. Notwithstanding, Condition 17 would ensure construction plans for Stage 1, and any future stages do not result in a height greater than 8m.</p> <p>(ii) <i>a building that is adjacent to a boundary of the site (being the site, not only of that particular development, but also of any other associated development to which this control applies) must be not more than 2 storeys in height, and</i></p> <p>No buildings are proposed to be greater than 2 storeys.</p> <p>(iii) <i>a building located in the rear 25% area of the site must not exceed 1 storey in height.</i></p> <p>The rear boundary is considered to be the eastern boundary in this case. There would be one new independent living dwelling onto Charlotte Street with a proposed setback of approximately 5 metres from the eastern boundary, proposed under Stage 4. It is considered that the site planning does not conflict with the underlying objective of this control and would not give rise to any overshadowing or overlooking/privacy concerns with the information provided as part of the master plan.</p>	Yes, subject to Condition 17
C10.10 Site Design	<p>(a) <i>Access must be provided in accordance with AS 1428.1 so that a person using a wheelchair can use common areas and common facilities associated with the development.</i></p> <p>(b) <i>Pathway lighting must</i></p> <p>(i) <i>be designed and located so as to avoid glare for pedestrians and adjacent dwellings, and</i></p> <p>(ii) <i>provide at least 20 lux at ground level.</i></p> <p>(c) <i>Letterboxes must:</i></p> <p>(i) <i>be situated on a hard standing area and have wheelchair access and circulation by a continuous accessible path of travel (within the meaning of AS 1428.1), and</i></p> <p>(ii) <i>be lockable, and</i></p>	Yes, subject to Condition 9

	<p>(iii) <i>be located together in a central location adjacent to the street entry or, in the case of self-contained dwellings, must be located together in one or more central locations adjacent to the street entry.</i></p> <p>The SEE advises that the Stage 1 Dementia Unit is fully accessible and compliant with AS1428.1. Condition 9 would require compliance with (b) and (c). Lodgement of Stages 2, 3 and 4 will require reconsideration of this clause.</p>	
C10.11 On Site Car Parking	<p><i>If car parking (not being car parking for employees) is provided:</i></p> <ul style="list-style-type: none"> (a) <i>car parking spaces must comply with the requirements for parking for persons with a disability set out in AS 2890,</i> (b) <i>5% of the total number of car parking spaces (or at least one space if there are fewer than 20 spaces) must be designed to enable the width of the spaces to be increased to 3.8 metres, and</i> (c) <i>any garage must have a power-operated door, or there must be a power point and an area for motor or control rods to enable a power-operated door to be installed at a later date.</i> <p>Condition 9 would ensure car parking spaces comply with AS 2890 and appropriate width is achieved for 5% of parking spaces for each stage.</p>	Yes, subject to Condition 9
C10.12 Entry & Corridors	<p>(a) <i>Every entry (whether a front entry or not) to a dwelling, not being an entry for employees, must comply with clauses 4.3.1 and 4.3.2 of AS 4299.</i></p> <p>(b) <i>Widths of internal corridors and circulation at internal doorways must comply with AS 1428.1.</i></p> <p>An assessment of Stage 1 plans demonstrates the development can comply with these controls. Each of the above items can be achieved by way of conditioning demonstration of compliance at each subsequent DA and construction certificate stage.</p>	Yes, subject to Condition 9
C10.13 Bedrooms	<p><i>At least one bedroom within each dwelling must have:</i></p> <ul style="list-style-type: none"> (a) <i>an area sufficient to accommodate a wardrobe and a bed sized as follows:</i> <ul style="list-style-type: none"> (i) <i>in the case of a dwelling in a hostel—a single-size bed,</i> (ii) <i>in the case of a self-contained dwelling—a queen-size bed, and</i> (b) <i>a clear area for the bed of at least:</i> <ul style="list-style-type: none"> (i) <i>1,200 millimetres wide at the foot of the bed, and</i> (ii) <i>1,000 millimetres wide beside the bed between it and the wall, wardrobe or any other obstruction,</i> 	Yes

	<p>and</p> <ul style="list-style-type: none"> (c) 2 double general power outlets on the wall where the head of the bed is likely to be, and (d) at least one general power outlet on the wall opposite the wall where the head of the bed is likely to be, and (e) a telephone outlet next to the bed on the side closest to the door and a general power outlet beside the telephone outlet, and (f) wiring to allow a potential illumination level of at least 300 lux. <p>An assessment of Stage 1 plans demonstrates the development can comply with these controls. Each of the above items can be achieved by way of conditioning demonstration of compliance at each subsequent DA and construction certificate stage.</p>	
C10.14 Bathrooms	<p>At least one bathroom within a dwelling must be on the ground (or main) floor and have the following facilities arranged within an area that provides for circulation space for sanitary facilities in accordance with AS 1428.1:</p> <ul style="list-style-type: none"> (a) a slip-resistant floor surface, (b) a washbasin with plumbing that would allow, either immediately or in the future, clearances that comply with AS 1428.1, (c) a shower that complies with AS 1428.1, except that the following must be accommodated either immediately or in the future: <ul style="list-style-type: none"> (i) a grab rail, (ii) portable shower head, (iii) folding seat, (d) a wall cabinet that is sufficiently illuminated to be able to read the labels of items stored in it, (e) a double general power outlet beside the mirror. <p>An assessment of Stage 1 plans demonstrates the development can comply with these controls. Each of the above items can be achieved by way of conditioning demonstration of compliance at each subsequent DA and construction certificate stage.</p>	Yes, subject to Condition 9
C10.15 Other Requirements	<ul style="list-style-type: none"> (a) A dwelling must have at least one toilet on the ground (or main) floor and be a visitable toilet that complies with the requirements for sanitary facilities of AS 4299. (b) Balconies and external paved areas must have slip-resistant surfaces. Advice regarding finishes may be obtained from AS1428.1. (c) Door handles and hardware for all doors (including entry doors and other external doors) must be provided in accordance with AS4299. (d) Switches and power points must be provided in accordance with AS4299. (e) The standards contained in subclause (e) to (n) below apply to any seniors housing consisting of self- 	Yes, subject to Condition 9

	<p><i>contained dwellings and are in addition to the standards set out subclause (a) to (d) above.</i></p> <p><i>(f) A living room in a self-contained dwelling must have:</i></p> <p><i>(i) a circulation space in accordance with clause 4.7.1 of AS 4299, and</i></p> <p><i>(ii) a telephone adjacent to a general power outlet.</i></p> <p><i>(g) A living room and dining room must have wiring to allow a potential illumination level of at least 300 lux.</i></p> <p><i>(h) A kitchen in a self-contained dwelling must have:</i></p> <p><i>(i) a circulation space in accordance with clause 4.5.2 of AS 4299, and</i></p> <p><i>(ii) a width at door approaches complying with clause 7 of this Schedule, and</i></p> <p><i>(iii) the following fittings in accordance with the relevant subclauses of clause 4.5 of AS 4299:</i></p> <p><i>(iv) benches that include at least one work surface at least 800 millimetres in length that comply with clause 4.5.5 (a),</i></p> <p><i>(v) a tap set (see clause 4.5.6),</i></p> <p><i>(vi) cook tops (see clause 4.5.7), except that an isolating switch must be included,</i></p> <p><i>(vii) an oven (see clause 4.5.8), and</i></p> <p><i>(viii) "D" pull cupboard handles that are located towards the top of below-bench cupboards and towards the bottom of overhead cupboards, and</i></p> <p><i>(ix) general power outlets:</i></p> <p><i>(i) at least one of which is a double general power outlet within 300 millimetres of the front of a work surface, and</i></p> <p><i>(ii) one of which is provided for a refrigerator in such a position as to be easily accessible after the refrigerator is installed.</i></p> <p><i>(i) In a multi-storey self-contained dwelling, the kitchen, main bedroom, bathroom and toilet must be located on the entry level.</i></p> <p><i>(j) In a multi-storey building containing separate self-contained dwellings on different storeys, lift access must be provided to dwellings above the ground level of the building by way of a lift complying with clause E3.6 of the Building Code of Australia.</i></p> <p><i>(k) A self-contained dwelling must have a laundry that has:</i></p> <p><i>(i) a width at door approaches that complies with clause 7 of this Schedule,</i></p> <p><i>(ii) provision for the installation of an automatic washing machine and a clothes dryer,</i></p> <p><i>(iii) a clear space in front of appliances of at least 1,300 millimetres,</i></p> <p><i>(iv) a slip-resistant floor surface,</i></p> <p><i>(v) an accessible path of travel to any clothes line provided in relation to the dwelling.</i></p> <p><i>(l) A self-contained dwelling must be provided with a linen storage in accordance with clause 4.11.5 of AS 4299.</i></p> <p><i>(m) A garbage storage area must be provided in an accessible location.</i></p>	
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	<p>(n) <i>Despite the provisions above, a self-contained dwelling, or part of such a dwelling, that is located above the ground floor in a multi-storey building does not have to comply with the requirements of those provisions if the development application is made by, or by a person jointly with, a social housing provider.</i></p> <p>An assessment of Stage 1 plans demonstrates the development can comply with these controls. Each of the above items can be achieved by way of conditioning demonstration of compliance at each subsequent DA and construction certificate stage.</p>	
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Section 79C Evaluation

(1) Matters for consideration—general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

(a) the provisions of:

(i) any environmental planning instrument, and

The proposed development satisfies the requirements of the *Wingecarribee Local Environmental Plan 2010* and applicable State Environmental Planning Policies including the Infrastructure SEPP, Sydney Drinking Water SEPP, SEPP 55 and the Seniors Housing SEPP.

(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and

Not applicable in this instance (no relevant draft plans).

(iii) any development control plan, and

The proposed development complies with the provisions of the Bowral DCP as demonstrated within this report.

(iiia) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and

No planning agreement has been offered as part of this development.

(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and

Not applicable.

- (v) *any coastal zone management plan (within the meaning of the Coastal Protection Act 1979), that apply to the land to which the development application relates,*

Not applicable.

- (b) *the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,*

Traffic

The proposed development would result in an increase in traffic to the locality and would therefore require more onsite parking and road/intersection treatment to cater for, and reduce the impacts of, the increased traffic demand. A Traffic Report prepared by Colston Budd Rogers & Kafes Pty Ltd, dated October 2016 was submitted with the application and considered by NSW Roads and Maritime Service and at Council's Engineering Meeting held on 23 February 2017.

The Report undertook traffic counts at the Moss Vale Road/Charlotte Street intersection as well as the intersection with Charlotte Street and Eridge Park Road. Observations indicated that the site generated 45 and 20 vehicles per hour two-way during the morning and afternoon peak hours respectively. Below is a table of the peak hour traffic flows from the Traffic Report:

Table 2.1: Existing two-way (sum of both directions) peak hour traffic flows			
Road	Location	AM peak hour	PM peak hour
Moss Vale Road	North of Charlotte Street	1,360	1,240
	South of Charlotte Street	1,320	1,180
Charlotte Street	East of Moss Vale Road	235	115
	West of private road	190	60
	East of private road	170	65
	West of Eridge Park Road	175	85
Eridge Park Road	North of Charlotte Street	835	605
	South of Charlotte Street	690	550

The analysis found that the unsignalised intersection of Moss Vale Road with Charlotte Street is operating with average delays for all movements of less than 42 seconds per vehicle during weekday peak periods. This represents level of service C, a satisfactory level of service.

In terms of public transport, Berrima Buslines operate along Moss Vale Road and there are bus stops adjacent to the site. A mini bus also operates from the site, by Harbison Care and is therefore well serviced in terms of public transport options.

The Report uses the calculations from *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* which states that development cannot be refused on parking grounds if the development provides the parking as follows:

- One space per 15 beds for the dementia unit (clause 48(d)(i) of the SEPP)
- One space per 10 beds for the nursing home (clause 48(d)(i) of the SEPP)

- One space per five dwellings in the hostel (clause 49(d)(i) of the SEPP)
- One space per five dwellings for independent living units (where the applicant is a social housing provider, which is the case for Harbison) (clause 50(h)(ii) of the SEPP)
- One space per two employees on duty at any one time (clauses 48(d)(ii) & 49(d)(ii) of the SEPP)
- One space for an ambulance (clauses 48(d)(ii) & 49(d)(iii) of the SEPP)

Whilst this SEPP is not applicable to the development, it is a good comparative analysis and framework for parking requirements for the development.

The following table calculates the number of parking spaces as per the above provisions.

Parking provision	Proposed Development	Parking Requirement (rounded up)
1 space per 15 dementia beds	28 dementia beds proposed	2
1 space per 10 nursing home beds	72 bed residential aged care facility	8
1 space per 5 hostel dwellings	72 bed hostel (assisted living) facility *	15
1 space per 5 independent living dwellings	14 independent living units	3
1 space per 2 employees	50 employees including child care employees	25
1 space for an ambulance	One is required the dementia unit and one is required for the hostel	2
Total parking spaces required:		55

These calculations are subject to the RMS requirement for a car parking study with each subsequent stage.

Whilst the required parking spaces based on the above developments and anticipated staff numbers is 55, the development overall would provide a total of 123 parking spaces including 11 at-grade spaces and 112 in the basement car park below the hostel and dementia unit. A total of 28 temporary spaces would also be provided to cater for Stage 1 until such time as the first Occupation Certificate is issued for Stage 2 (**Condition 82**). The car park does not have to be removed at the completion of all stages of the development, however Condition 82 permits removal and remediation of the car park should the developer wish to remove it at the appropriate stage.

No existing parking spaces along the main spine of the site are proposed to be removed. The Demolition Plan associated with DA17/0088 nominates seven spaces within the eastern most driveway access (proposed to be removed as part of this subject application), but these spaces are not nominated or mentioned on the master plans. Whilst this is acknowledged, the removal of these seven spaces is not considered a significant impact overall as the development proposes an excess of 68 car parking spaces.

In light of the concerns that were raised regarding existing car parking problems in Charlotte Street during the submissions period and in order to ensure the development provides adequate parking for the developments, Council is satisfied with the number of parking spaces that are proposed. Car parks would be conditioned to require compliance with *Australian Standard AS2890 Part 1: Off street car Parking* and *AS2890 Part 6: Off street parking for people with disabilities* (**Condition 30**).

A new vehicular access is proposed from Park Road which would provide access to the new basement parking area below the hostel and dementia unit. A new driveway would be provided from Charlotte Street generally in the location of the existing access and the eastern most access off Charlotte Street would be removed as part of Stage 4 works.

Service vehicles would continue to access the development from Charlotte Street until such time as Stage 2 works are completed (**Condition 81**). The Traffic Report identifies a dedicated service area on the north-western part of the site. Service vehicles would range from a 6.4m small rigid truck to an 8.8m medium rigid truck.

The report concludes with the following:

“Traffic generated by the proposed development will have its greatest effects during weekday peak periods when it combines with other traffic on the surrounding road network.

As previously noted, the childcare centre is intended for children of employees at the facility. It would therefore not generate additional traffic.

Based on surveys of the existing facility, the development would have traffic generations of some 0.2 and 0.15 vehicles per seniors living dwelling per hour during weekday morning and afternoon peak hours respectively. On this basis, the proposed development would have traffic generations of some 36 and 27 vehicles per hour two-way during weekday morning and afternoon peak hours. These are low generations.

Such low generations would not have noticeable effects on the operation of the surrounding road network. The intersections of Charlotte Street with Moss Vale Road, Erldge Park Road and the site access points would continue to operate at their existing satisfactory levels of service, with similar average delays per vehicle.

The intersection of Moss Vale Road with Park Road would operate with average delays of less than 15 seconds per vehicles during peak periods. This represents level of service A/B, a good level of service.”

The RMS have requested a traffic study for each subsequent Development Application.

(c) *the suitability of the site for the development,*

The proposed development is consistent with given the existing nature of the seniors housing on the site. It has demonstrated suitability in terms of compatibility with adjacent developments with no complaints found towards the property with Council. There are adequate utilities and services available to the existing and proposed development. The air quality and microclimate are appropriate for the development, there are no hazardous land uses or activities nearby, and ambient noise levels are suitable for the development.

The site is not subject to natural hazards including flooding, slip, mass movement and bushfire can be managed by way conditions nominated in Attachment 3 of the **Notice of Determination**. The soil characteristics are appropriate for the development, and there are no critical habitats, or threatened species, populations, ecological communities or habitats known on the site.

(d) *any submissions made in accordance with this Act or the regulations,*

Two submissions were received during the notification period. Please refer to Consultation section of this Report for further information.

(e) *the public interest.*

Staff are not aware of any policy statements from either Federal or State Government that are relevant to this proposal, nor any planning studies or strategies. There is no management plan, planning guideline or advisory document that is applicable to a development of this nature. Also, there are no covenants, easements, or agreements that affect the proposal. As such, the proposal would not contravene the public interest.

CONSULTATION

Internal Referrals

Referrals	Advice/Response/Conditions
Accredited Certifier	Council's Accredited Certifier raises no objection to the proposed modification of the approved development.
Contributions Planner	<p>Council's Contributions Planner has provided the following comments:</p> <p><i>"I have assessed the proposed development for the purpose of a 28 Bed Dementia Unit as part of Stage 1 of a Four (4) Stage Masterplan redevelopment of the Harbison Memorial Retirement Village at 2 Charlotte Street Burradoo and in respect of the applicable S94 development contributions and S64 charges.</i></p> <p><i>... The proponent (Jim Gilvarry & Associates Pty Ltd) has lodged evidence ... of the organisation represented as being a registered charity. This therefore confirms that the proposed development is exempt from S94 Contributions under Council's Section 94 Contributions Plans.</i></p> <p><i>Council's mapping indicates that the subject site is within the Developer Servicing Plan (DSP) area for reticulated water and reticulated sewer. The subject site is within the dimensions required for connection to Council water and sewer reticulation network therefore these charges will apply.</i></p> <p><i>The site is also located within the Stormwater Development Servicing Plan (DSP) area therefore stormwater charges will</i></p>

Referrals	Advice/Response/Conditions
	<p><i>apply for the additional impervious area. A request for additional information upon which to base impervious area calculations was sent on 27 February 2017. With regard to Stormwater, the proposal is considered to be a 'medium density' development therefore charges included in the Notice of Payment will be based on the impervious area calculations (for Stage 1 only) provided in the SEEC Report 13 October 2016.</i></p> <p><i>It is my understanding that DA17/0088 was a separate development application encompassing all of the demolition works proposed across the subject site. This application was approved on 2 February 2017.</i></p> <p><i>For the purpose of Stormwater calculations, ET's are calculated by dividing the (proposed impervious area – removed (demolished) impervious area) by 400 (sqm).</i></p> <p><i>A Notice of Payment outlining the charges payable based on the information provided is attached.</i></p> <p><i>It should be noted that the attached Water and Sewer DSP's for all four stages. Stormwater DSP's are based on the information this far submitted (Stage 1)."</i></p>
Development Engineer	<p>The application was referred to Council's Development Engineering meeting on 23 February 2017 and comments were received on 2 March 2017. Predominantly, the issues raised in this meeting were in relation to the construction of Park Road (timing and configuration details), as well as managing the stormwater trunk main that traverses the site.</p>

External Referrals

Referrals	Advice/Response/Conditions
Water NSW	<p>The application was referred to Water NSW as the site is within the Warragamba Catchment and therefore requires concurrence under <i>State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011</i>. Their concurrence was provided and conditions shall be imposed accordingly (Attachment 2 to the Notice of Determination)</p>
Roads and Maritime Services	<p>The application was referred to Roads and Maritime Services as the site fronts a classified road, being Moss Vale Road. Their comments have been raised and addressed previously within this report and recommended conditions imposed accordingly (Attachment 1 to the Notice of Determination).</p>

Neighbour Notification

The proposed development was neighbour notified to 12 adjoining and adjacent landowners and advertised in the Southern Highland News from 21 December 2016 to 25 January 2017 (additional days were provided to accommodate public holidays). During this time, two submissions were received. The issues raised in those submissions are summarized and addressed below:

- Traffic and Parking

The submissions raised concern with existing traffic and street parking and also raised concern with traffic and parking that would be generated as a consequence of the proposed development. The submissions advised that the western end of Charlotte Street is already congested with buses, cars parking too close to the Moss Vale Road/Charlotte Street on both sides of Charlotte Street and traffic generated by Chevalier College. Submitters raised concern with the narrow nature of Charlotte Street with few constructed gutters making it easy for vehicles to drive off the road and park on the nature strip, which damages the edge of the bitumen and creates potholes. Other concerns raised with regard to parking within the road reserve is the damage vehicles do to tree root systems by repeatedly driving/parking over them.

Submissions advised that their acceptability of the development was dependent on the alternate access via Park Road being established at Stage 1 and then used for all additional traffic associated with the development (especially construction traffic).

Submissions suggested provision of a suitably sized permanent off street parking area before construction started to ensure the safety of residents, visitors and workers. It was strongly received that the lack of current suitable off street parking needed to be fixed and improved as a consequence of this application.

Further, better pedestrian links by way of extending the existing footpath around the site was suggested.

Comment: Traffic has been discussed previously in this report. Council is satisfied that the provision of 28 temporary parking spaces at the north eastern quadrant of the site would adequately handle construction traffic during the construction period and would be required to be provided before construction works commence on Stage 1. Council is also satisfied that the development as a whole would more than adequately cater for the number of vehicle parking spaces, resulting in a significant increase to the existing situation. The site would change its predominant access to be off Park Road and this is where the majority of parking would occur in subsequent stages.

In response to the request for all road traffic (staff, visitors and construction) to occur from the alternate access at Park Road, RMS have conditioned that all access for Stage 1 be via Charlotte Street until such time as Stage 2 is constructed. It is at Stage 2 that construction vehicles shall be required to use the access from Park Road.

At this stage Council's Traffic and Transport Engineer has not identified the need for parking signage within Charlotte Street. Future stages may result in the provision of signage to prevent on street parking.

- Visual Impact on the Streetscape and Burradoo

Submissions raised concern with the visual impact the development would have on the streetscape and Burradoo as a whole if it wasn't appropriately and sympathetically designed. It was suggested that consideration be given to amending the building design to give the proposed new structures a quality look, as Burradoo is a quality area and new buildings should fit in and not degrade the locality. An example of a better roof pitch (not flat-like as depicted in plans) was suggested. Materials such as brick instead of fibro type weatherboards were also suggested which would maintain the quality feel of the locality currently enjoyed by residents.

Submissions also raised concern with Stage 4 (14 independent living units (ILUs) clustered into seven dual occupancies) which proposes setbacks of 6-10m from Charlotte Street. The submissions advised, *"The setting of the Stage 4 residential component of the development would not be compatible with, nor sympathetic to, the Nursing Home development on the site, the setting of all other residential development in the street, and more generally the Burradoo Streetscape"*. It was suggested that the development be setback 15m from Charlotte Street to not only be consistent with the rest of the street, but to also be consistent with the setback requirements nominated in the Bowral Development Control Plan and to ensure sufficient space for substantial landscaping fronting the development. The submission acknowledged that in requesting this, the number of ILUs in Stage 4 may need to be reduced, with the size and importance of the Village Green (also nominated to be provided at Stage 4) not compromised or impacted as a consequence of any redesign that may occur as a response to this request. It was suggested that approval in principle be given to the village green and pavilion as Stage 4, but not to the 14 ILUs.

Comment: The design of Stage 1 and envisaged design of ensuing stages is considered to be satisfactory and in keeping with the existing nature of development on the site. It is considered that substantial embellishment and deep soil landscaping opportunities required be incorporated into each subsequent stage to soften the development and enable it to fit into the established landscaped nature of Burradoo. The design of Stage 1 is a single storey development with a quality landscaping plan to soften the development into the locality. A Landscaping Plan is required for each subsequent DA (**Condition 10**).

In terms of concerns with the setbacks proposed from Charlotte Street, the demolition of existing buildings within this frontage and its redevelopment provides good opportunity to have an increased setback from Charlotte Street to enable continuity of the existing street amenity and provide sufficient space for substantial landscaping. **Condition 10** requires this to be considered when a future development application is lodged for Stage 4.

- Landscaping

Submissions requested the provision of a tree/garden and open space plan be incorporated with the development from the outset.

Comment: Whilst an overall landscaping plan was not provided with the application, a landscaping plan was provided for Stage 1 which demonstrates variety in materials, vegetation and design and is of a suitable nature for the locality of Burradoo. **Condition 10** requires a Landscape Master Plan for the whole site as well as a detailed Landscaping Plan to be lodged with the development application for each subsequent stage. This

landscaping plan shall demonstrate continuity across the site in terms of landscaping, as well as variety in species, height, design, and be consistent with the nature of landscaping in the Burradoo locality.

SUSTAINABILITY ASSESSMENT

- **Environment**

The proposed development does not raise any additional environmental impacts to those considered in this report.

- **Social**

The development is considered to be positive in terms of its provision of additional housing supply for seniors and the additional choice in dementia care and nursing homes for the region.

- **Broader Economic Implications**

The development is considered to be positive in terms of providing stimulus to the local building industry and employment of local builders.

- **Culture**

There are no cultural issues in relation to this development.

- **Governance**

The development application has been considered in accordance with the LEP, the *Environmental Planning and Assessment Act 1979* and any matters relevant to the proposal.

OPTIONS

The options available to the Joint Regional Planning Panel (Southern Region) are:

Option 1

Recommend approval of the development application subject to the draft consent conditions in **Attachment 1**.

Option 2

Recommend refusal of the development application.

Option 1 is the recommended option to this report.

CONCLUSION

DA16/1198 seeks consent for a conceptual four stage development for seniors facilities at Harbison Care, 2 Charlotte Street, Burradoo.

From Council's point of view all relevant matters have been addressed, and/or conditions imposed to ensure that any potential impacts are negated by way of recommended conditions or highlighted as requirements for future development applications. On balance, it is considered that this report adequately addresses the impacts of the development in terms of visual amenity, suitability of the site, services and utilities, traffic, and the many other areas identified above.

The development application has been assessed in accordance with the matters for consideration under section 79C of the *Environmental Planning & Assessment Act 1979*, and all relevant environmental planning instruments and Council policies, and is considered to comply with all relevant items. It is recommended that the development application be approved, subject to appropriate standard conditions and those otherwise identified in the assessment.

ATTACHMENTS

1. Draft Notice of Determination
2. Plans of Master Plan and Stage 1 Dementia Unit